

SURVEY STATEMENT

DNV Id No:
G130148
Job Id:
1812198
Revision No:
2 (2022-11-07)
Narrative annex
issued *

Particulars of vessel

Name of vessel: **MSC RITA**
Owner: **Compania Naviera Rita S.A.**
IMO Number: **9289116**

Particulars of survey

Survey station: **Miami**
Place of survey: **Charleston, South Carolina(USA)**
Survey started: **2022-10-29**
Survey completed: **2022-11-07**
Lead surveyor: **Woods, Daniel**
Surveyor:

Contact damage

This is to confirm:

That the following have been carried out:

Surveys

Survey Code	Survey Name	Result
HULLDAM.O	Hull damage	Complete
PSC.O	Port state control rectification	Complete

Follow-Up Surveys

Condition of class(CC)

CC

Imposed / Due date: 2023-02-07

#2S WBT temporary repair to be internally re-examined until 2023-02-07. Please refer to Survey Statement dated 2022-11-07.

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Form code: 40.7a

Revision: 2022-09

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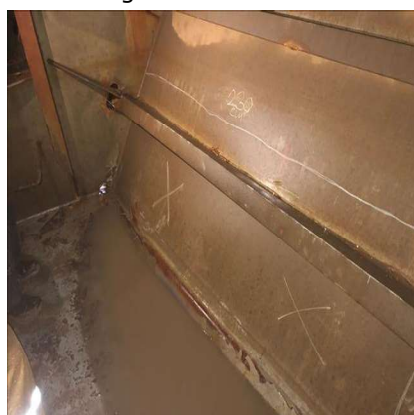
UTN: n1812198-hfy

Ballast double side tank 2S(106-116) (Pending/Temporarily repaired / rectified in this job)

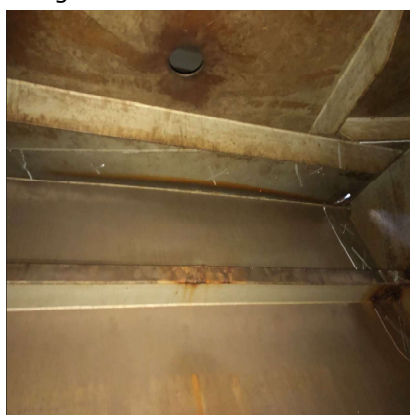
#2S WBT @ FR 114 and approx. 15M above baseline observed from cargo berth to be scraped and indented with punctured opening of approx 600mm x 400mm. Overall indented area extends forward and aft of FR 114 and structural framing appeared to be affected. (Shell plating 15.5mm AH according to shell expansion dwg)

Affected area approx. sizes based on internal examination of #2S:

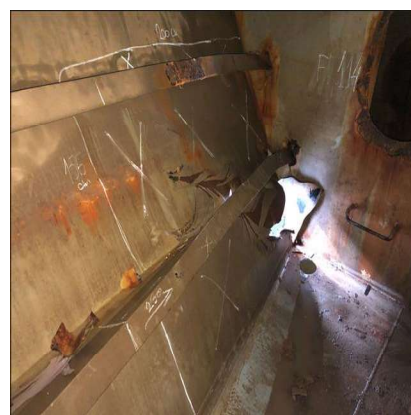
- side shell indented fwd of FR 114, @2M x 1.5M
- side longitudinal distorted over 2.3M length
- 2nd platform buckled fwd of FR 114, 2.5M x up to 600mm
- side shell indented aft of FR 114, 2M x 750mm
- 2nd platform buckled 2.5M x up to 600mm aft of FR 114
- side shell indented below 2nd platform aft of FR 114, 3.2M x 1.5M
- side longitudinal distorted over 3M length



#2S, FR 114 aft - shell indent & 2nd platform buckled



#2S, FR 114 fwd - below 2nd platform



#2S, FR 114 fwd - shell indent & puncture, 2nd platform buckled

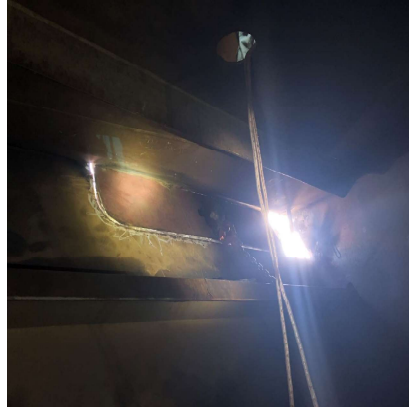


#2S, FR 114 fwd below 2nd platform
- shell indent & structural framing damage

#2S WBT temporary repair: Stbd side shell plating in way of FR 114 puncture temporarily repaired by welded insert (3 pcs), approx. overall size 2050 x 1800 x 15.9mm. Material, welding procedure and welder certs accepted. Insert fit-up, and vacuum box of completed welding verified with satisfactory results. Two longitudinals of 2000mm length were cropped and renewed as indicated in photos.



#2S - Insert fit-up fwd of FR 114, above 2nd platform



#2S - Insert fit-up fwd of FR 114, below 2nd platform



#2S - Insert welding completed aft of FR 114, above 2nd platform



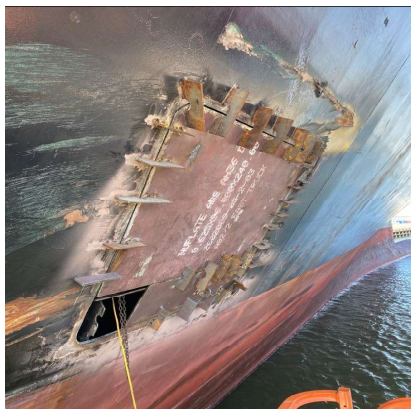
#2S - Insert welding completed fwd of FR 114, above 2nd platform



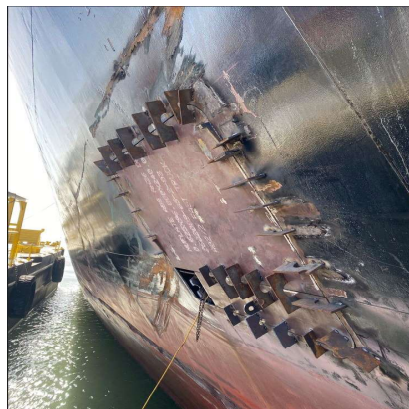
#2S - Insert welding completed fwd of FR 114, below 2nd platform



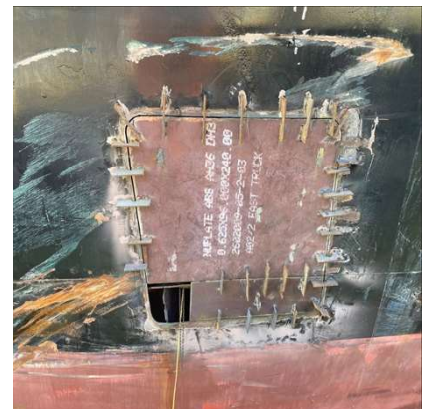
#2S - Side shell insert coated



#2S - side shell insert fit-up in way of FR 114 (photo 1)



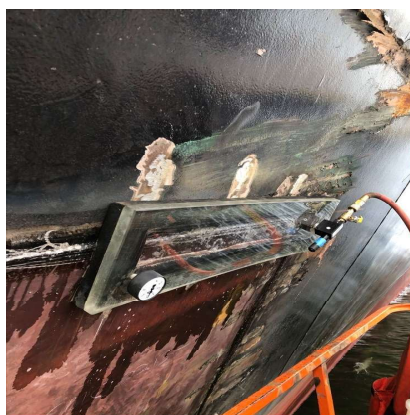
#2S - side shell insert fit-up in way of FR 114 (photo 2)



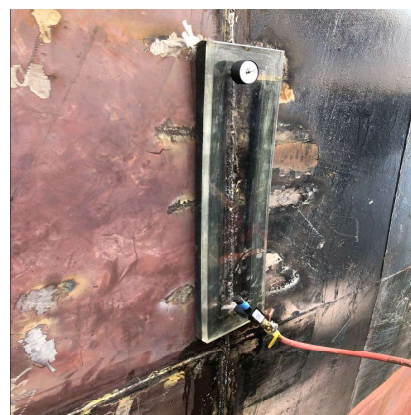
#2S - side shell insert fit-up in way of FR 114 (photo 3)



#2S - Side shell insert welding complete



Vacuum box (photo 1)



Vacuum box (photo 2)

CC

Imposed / Due date: 2023-02-07

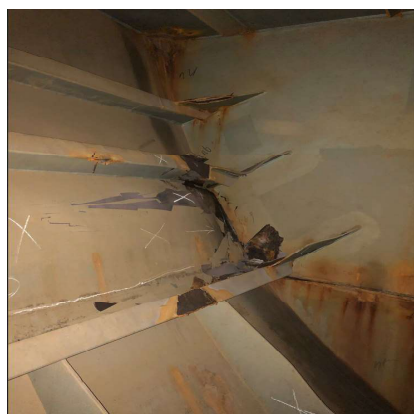
#8S WBT temporary repair to be internally re-examined until 2023-02-07. Please refer to Survey Statement dated 2022-11-07.

Ballast side tank 8S(012-021) (Pending/Temporarily repaired / rectified in this job)

#8S WBT @ FR 12 to 14 and approx. 16M above baseline observed from cargo berth with horizontal scrape and slightly indented from several meters fwd of FR 12 to 1.5m aft of FR 12.

Affected area approx. sizes based on internal examination of #8S:

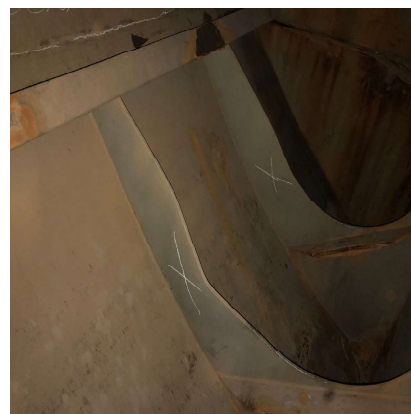
- side shell indented between FR 12 and 13, 3M x 800mm
- longitudinal ends distorted at FR 12 and 13
- connecting brackets and stiffeners buckled or fractured as noted in photos
- side shell indented between FR 13 and 14, 2.5M x 800mm
- longitudinal end distorted at FR 13
- swash bulkhead buckled at FR 13, 1.5M x 600mm



#8S, FR 12-13 - shell indent, structural framing damages (looking aft, photo 1)



#8S, FR 12-13 - shell indent, structural framing damages (looking fwd)



#8S, FR 12-13 - structural framing damages (looking aft)



#8S, FR 13-14 - shell indent, structural framing damages (looking aft)

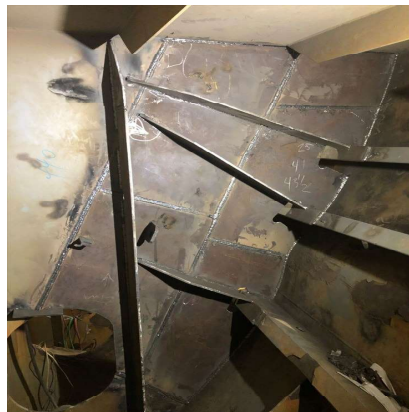


#8S, FR 13-14 - shell indent, structural framing damages (looking aft, photo 2)

#8S WBT temporary repair: Buckled section of FR 13 has been repaired by welded insert (5 pcs), approx. overall size 2100 x 1200 x 12mm. Material, welding procedure and welder certs accepted. Insert fit-ups and welding has been satisfactorily completed. Three longitudinals of 200mm length in way of FR 13 were cropped and renewed, and bracket connections restored as indicated in photos.



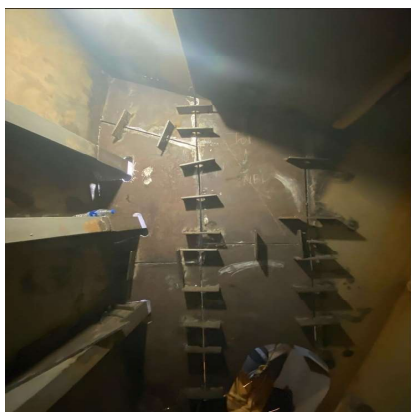
#8S - FR 13 web completed welding, looking aft



#8S - FR 13 web completed welding, looking fwd



#8S - FR 13 web cut-out



#8S - FR 13 web insert fit-ups



for **DNV**

*This document is signed electronically in accordance with IMO
FAL.5/Circ.39/Rev.2. Validation and authentication can be obtained from
trust.dnv.com by using the Unique Tracking Number (UTN):*

n1812198-hfy and ID: G130148

Woods, Daniel
Surveyor

Notwithstanding anything to the contrary stated in the classification documentation for the present vessel DNV reserves the right to initiate a suspension procedure before finally suspending class.

*) Issued latest 7 days after completion-date, containing information regarding the survey. Possible restrictions regarding the use of the vessel is documented in the survey statement.